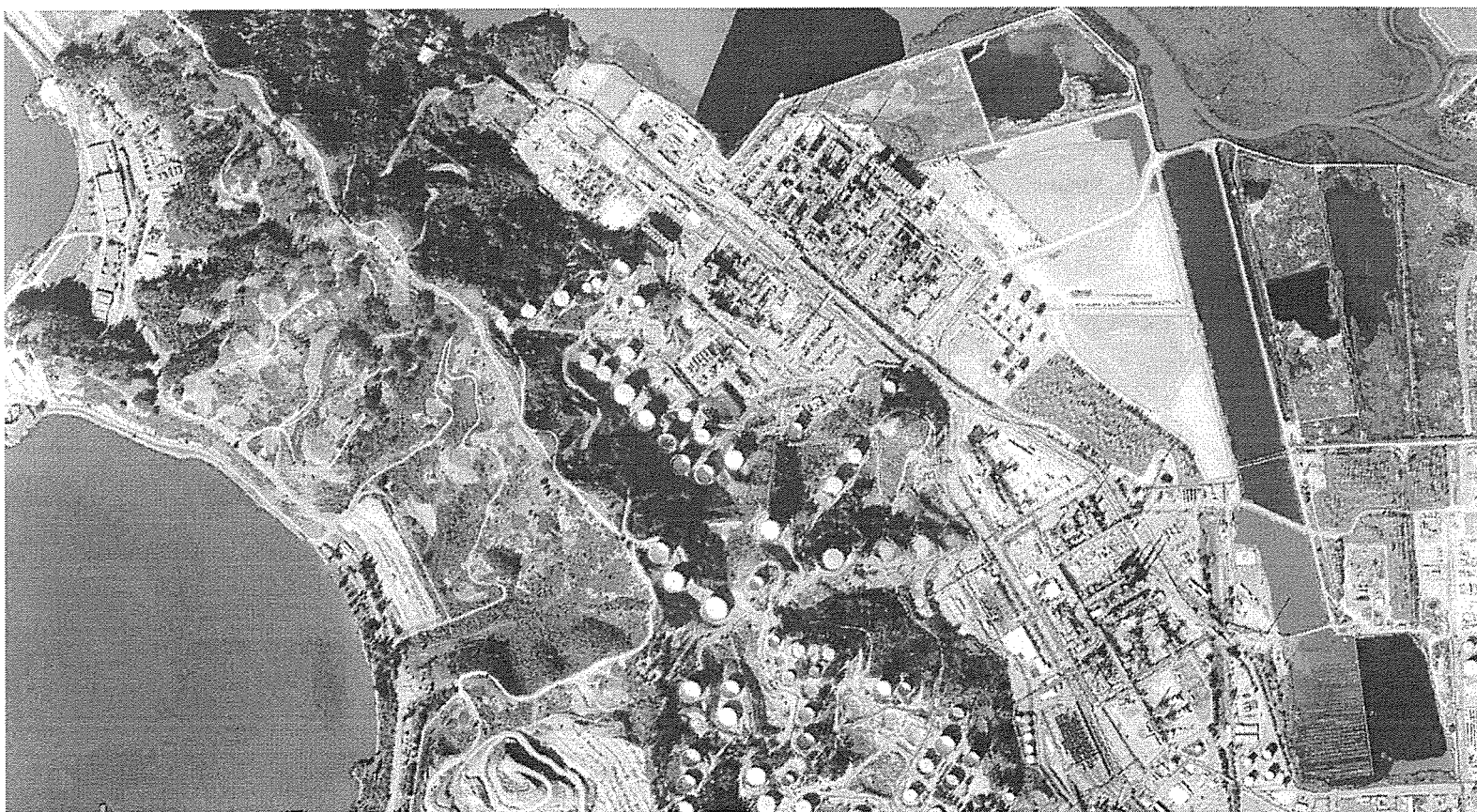


# CHEVRON REFINERY MODERNIZATION PROJECT

## ENVIRONMENTAL IMPACT REPORT

VOLUME 3: FINAL EIR  
JUNE 2014

STATE CLEARINGHOUSE NO. 2011062042



### LEAD AGENCY

CITY OF RICHMOND  
450 CIVIC CENTER PLAZA  
RICHMOND, CA 94804



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## CHAPTER 4.

### REVISIONS TO DRAFT EIR VOLUMES 1 AND 2

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This chapter presents specific revisions to the text of the Draft EIR that are being made in response to comments, or to amplify and clarify material in the Draft EIR. Where revisions to the main text are called for, the page and paragraph are set forth, followed by the appropriate revision. Added text is indicated with double underlined text. Deletions to text in the Draft EIR are shown with ~~strikeout~~. Page numbers correspond to the page numbers of the Draft EIR (Volume 1) or the Draft EIR appendices (Volume 2). The revisions to the Draft EIR derive from two sources: (1) comments raised in one or more of the comment letters received by the City of Richmond on the Draft EIR; and (2) staff-initiated changes that provide text inadvertently left out of the Draft EIR, correct minor inaccuracies or typographical errors, or clarify material found in the Draft EIR subsequent to its publication and circulation. Staff initiated changes are indicated with an \*\*. None of the changes or clarifications presented in this chapter significantly alters the conclusions or findings of the Draft EIR.

### REVISIONS TO DRAFT EIR VOLUME 1

#### CHAPTER 2. SUMMARY

*Note Chapter 2, Summary from the Draft EIR has been revised and is included as Chapter 2 in this Final EIR. Please refer to that chapter to see revisions to Table 2-1, Summary of Impacts and Mitigation Measures. All other changes to Chapter 2, Summary are provided below.*

Page 2-9 of the Draft EIR is revised as follows:\*\*

#### **2.5.8 Reduced Sulfur Processing/No Increase in Refinery GHG Emissions Alternative**

The Reduced Sulfur Processing/No Increase in Refinery GHG Emissions Alternative would limit sulfur removal to 750 long tons per day, which is 150 long tons higher than what is currently permitted, but only half of the 300 long tons capacity increase requested by Chevron and included in the Modernization Project. This alternative would also limit GHG emissions from Refinery operations (including Refinery-related transportation GHG emissions) to Baseline levels of 4,602,947 metric tons (MT) per year, and thus allow no physical increase in GHG emissions from the Refinery over Baseline.

and will cooperate in providing access to Chevron documentation and facilities, as needed, for the third-party expert, ~~and CCHS, and the City~~ to complete these reviews. At such time as the RISO is amended, and to the extent this amendment requires Chevron to fund a new, full-time chemical process safety inspector to do inspections at the Facility, Chevron shall provide to CCHS ~~and/or the City~~ the level of funding required to hire a new, full-time chemical process safety inspector for the Facility, and thereafter shall no longer be required to fund a separate third-party expert for post-construction reviews of PHAs, ISSAs, and LOPAs or other inspections.

**On page 4.13-104, the following text would be added as follows:**

Mitigation Measure 4.13-7h: Chevron will fund the costs of a third-party expert to assist the County and the City with the review of the Reliability Program reports and other submittals required by the Reliability Program and related mitigation measures, as needed. The third-party expert will be selected and retained by the County or the City within the County's or City's discretion. This funding obligation survives any amendment of the RISO that may require funding of an inspector for the Facility.

Mitigation Measure 4.13-7i: Chevron shall adhere to the total acid number (TAN) limits of 0.3 mg milligrams potassium hydroxide per gram (KOH/g) for crude, 1.5 mg KOH/g for sidecuts produced from the crude unit, and 1.0 for gas oils and blends processed through the fluid catalytic cracker, fluid catalytic cracker feed hydrotreater, hydrotreater, heavy neutral hydrocracker, and light neutral hydrocracker. If Chevron intends to process a feedstock for a short-term basis (i.e., up to 6 months) that exceeds these TAN limits, it must complete its Management of Change (MOC) process for the proposed deviation, and shall take into account damage mechanism reviews as specified in Mitigation Measure 7.13-7c that have been prepared for the identified units. If Chevron intends to process a feedstock for a longer-term basis (i.e., more than 6 months) that exceeds these TAN limits, it must complete its MOC process for the proposed deviation and this MOC must include a damage mechanism review as specified in Mitigation Measure 7.13-7c. Chevron shall designate a Facility Area Business Unit Manager with final decision-making authority to approve any TAN deviation from the TAN limits. Chevron shall notify the City and County of any TAN deviation and provide to the City and County details regarding the results of its MOC for any TAN deviations in its annual Reliability Program reports.